

Testimony of Peter Sielman on the Use of Tolls

Having fought for the completion of Route 11 for the past 13 years, I am keenly aware of the financial problems associated with Connecticut's transportation infrastructure. The gasoline tax no longer buys enough materials and labor to maintain the existing infrastructure, let alone support the State's portion of federally funded 80/20 new construction programs.

Despite the Governor's frequent statements that she is an advocate for the completion of Route 11... the State does not have the money to support its construction.

Putting a toll on new construction, such as Route 11, would address this problem.

Placing tolls on Route 11 would mean that payers of the toll (such as myself) would actually be saving money!

- 1) The alternatives to Route 11 are (see map) a 9.6 mile longer trip via Routes 2 and 395 – or – travel on 2-lane Routes 82 and 85, which have 12 traffic lights, 102 curb cuts, no shoulders and stop & go traffic through two malls. At 50 cents per mile or vastly reduced miles per gallon, the current driver pays more than he would if Route 11 were completed and he paid a toll.
- 2) A completed Route 11 would end the fiction that we have a viable emergency evacuation Route out of the Groton/New London area that house Millstone and the Submarine base.
- 3) A completed Route 11 would save time on each trip.
- 4) Putting tolls on new construction would not place traffic burdens on local streets because that is where the traffic is forced to go now.
- 5) Putting tolls on new construction would not impact current traffic.

